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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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(FOR KEY SEE REVERSE)

- In late May 1952 [redacted] at Arkhangelsk [redacted] fog and bad visibility prevailed off the North Cape; visibility was limited to two nautical miles. [redacted] ship unsuccessfully tried to get a bearing by direction finder from a shore station. The weather cleared up when [redacted] ship was off Petsamo. In the Gorlo [redacted] ship had to reduce speed from 11 to 5 knots because of ice masses drifted up by light southwesterly winds. 25X1
- A signal station located at a narrow passage in the Gorlo hoisted a flag signal which could not be made out. [redacted] ship, therefore, hoisted its signal letters and continued. A large watchtower, between 12 and 15 meters high, was located in the forest near the signal station. A bell-shaped, gray-green item (sic) was located near a house about 50 meters from the watchtower. [redacted] it possibly belonged to a radar station. [redacted] several groups of soldiers, some of whom carried rifles. 25X1
- No fortifications were observed along the coast of the Kola Peninsula, which was barren. Low buildings of a large camp projected from a valley about one kilometer northwest of the signal station. The buildings were about 1.25 nautical miles from the shore. Towers, each about six meters high, were observed in an area which seemed deserted, but because of light smoke clouds, informant believed the area was inhabited. 25X1
- A Soviet steamer in ballast and a fishing trawler were observed off Petsamo about nine or ten nautical miles from the shore when [redacted] ship approached the pilot station. The steamer, which was about 1.75 nautical miles east of [redacted] ship, was passed on opposite courses in the Gorlo. The steamer could scarcely get through the ice. The ship exchanged no signals with the signal station. Clear weather with moderate south by southwest winds prevailed in the White Sea, which was ice-free. Short, squat, steam trawlers, about five or six miles apart and towing their drag nets, were on the starboard side of [redacted] ship, between 0.5 and 2.50 nautical miles from the shore. They had tall masts with broad antennas and yards; the vessels seemed to be unarmed. [redacted] all vessels were on a north to south course, and [redacted] no ships proceeded in a westerly or easterly direction. 25X1

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5. At 1000 hours on 22 May 1952 [] ship anchored and hoisted the pilot jack off the island on which the lighthouse was located. The leading buoy, marked on the chart, had been withdrawn. About an hour after it had stopped, [] ship was boarded by the pilot. He came from a powerful icebreaker of about 1,000 tons, whose name was either ice-covered or had been scraped off both forward and aft. Although there were no difficulties with the ice, the icebreaker led the way at a speed of four or five knots. [] ship dropped anchor, when it was about one nautical mile upstream from the mouth of the Dvina River. 25X1
6. The ship was boarded by an inspection party of nine persons. After the ship's crew had been locked up in the mess hall, sentries armed with submachine guns were posted at the doors. All spaces and cabins were searched for stowaways, magazines, books, and newspapers by five soldiers who had green collar patches. They spoke English and seemed to understand German, and they stated that they were interested only in publications written in Cyrillic letters. Two officers remained in the mess hall, one for the customs formalities, and a military officer, who had a green band around his cap, for a check of the ship's articles and discharge books. He checked the identity of all crew members against the discharge books, but he did not ask any questions. 25X1
7. Three or four soldiers and a woman physician, who spoke fluent German, came aboard from a launch to conduct a medical examination. The customs officer sealed the radio transmitter, the radiophone, all binoculars and telescopes, cameras, and petards, including those belonging to the equipment of the lifeboats. Broadcast sets, tobacco, provisions, and spirits were not sealed. The crew was warned not to offer anyone any gifts including spirits, coffee, or cigarettes, nor to make drawings of the harbor, take notes, or pour buckets (sic). The officials at first refused any drinks offered them; after talking the matter over, they accepted beer and spirits and they were quite friendly. The ship's broker, who spoke fluent English, later welcomed the ship to Arkhangelsk as the first German vessel to call at the port since the war. [] ship, after being searched for five and a half hours, remained at its anchorage during the night and on the following morning, 23 May 1952, proceeded to the loading berth. 25X1
8. The apparently reconditioned loading berth was located upstream from the outermos' houses of Arkhangelsk on the east bank of the Dvina River, at an angle formed by the river and a tributary. The new wooden pier on the Dvina bank was allegedly completed in the spring of 1952, and it was long enough to berth two 150-meter ships. Pitprops, carefully sorted out and numbered according to length, were piled up at the pier in an area about two kilometers long and two kilometers wide. The lumber was brought to [] ship in trucks. Some of the trucks were of American origin, and they could carry two standards of lumber. As each lot was fitted with a sling, it could immediately be hoisted aboard by winches. The lumber was checked by the first mate and the timber-yard master. These two were constantly accompanied by a sentry with a rifle. Most of the sentries were friendly. 25X1
9. [] the timber yard had been an airfield and that only three out of 23 or 24 loading places were still in operation. [] several old loading places were scheduled to be modernized and expanded and that some had been completed. [] after the ice season. Soviet steamers with coal usually came from Spitzbergen at regular intervals. [] in 1953, exports as well as the number of fellers (sic) were scheduled to be increased and that two sawmills were planned to be put into operation. 25X1
10. The loading operations [] lasted from 1000 hours on 23 May to 1600 hours on 27 May. The longshoremen handling the timber did a good job and they were not goaded on by the overseers and foremen. They worked in three shifts. Lighting, including that of the hatches, was supplied from the shore, and it was adequate. Some of the longshoremen spent the night in long wooden houses in the timber yard. Others came, by tugboats and lighters one hour before their shift started. A large blackboard near the ship indicated the quantity of cargo loaded during each shift. A half-hour break was allowed at noon. Meals were served in

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low wooden houses. When they left ship after completing their shift, the workers had to turn in their marks, and they were checked by two soldiers to determine whether they had drunk alcohol or smoked.

11. Three sentries with green collar patches were posted at the ship. They wore olive-green uniforms, long coats with olive green patches, and caps with green pipings. All soldiers were well dressed and had their trousers tucked into brightly polished boots. All sentries, including those posted at the ends of the loading pier, were armed with submachine guns. A small blockhouse located in the center of the storage yard quartered 12 to 14 soldiers of this outfit. Discharge books were taken ashore on 23 May for the preparation of shore passes. Since the discharge books were not returned with the passes until the evening of 26 May, only a few crew members could go ashore before the ship left port. 25X1
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12. Leave time was unlimited. The sentry at the ship tore off one part of the pass, and, when crew members returned, the guard checked the stubs. At noon on 27 May, the Inflat broker collected all leave tickets. A greaser and a stoker [redacted] went ashore by a lighter, which also carried the workers to town. [redacted] almost no persons in the streets between 1900 hours and 0200 hours. [redacted] the main road, which ran parallel to the river for about three kilometers, was paved but had deep holes in it. [redacted] the sidewalks were made of wooden boards and that motor traffic on the roads was very poor. All the motor vehicles seemed to be service vehicles as they had white numbers on their doors. A large number of new buildings were observed in the town. Some of the buildings had seven floors. All main and by-streets were lighted. Some public houses were frequented by soldiers, who wore clean uniforms. There were many persons at the theater and the opera house. The streets were rather quiet because the inhabitants hardly ever talked or laughed. There were, however, powerful loudspeakers. No persons wearing naval uniforms were observed in the streets. The crew members who had been ashore believed that they had not been shadowed or watched. 25X1
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13. Single-engined, yellow aircraft flying at altitudes ranging from 300 to 500 meters were repeatedly observed coming from a southerly direction. They had blunt wings and a blunt nose. They flew at slow speeds and they always seemed to follow the course of the river. No aircraft were observed coming from seaward. 25X1
14. There were two small shipyards with two slips each. Each slip could accommodate ships of about 1,000 tons deadweight capacity. These slips, located upstream from Arkhangelsk, repaired river vessels and large lighters. A shipyard, with a tugboat hauled up on a slip, was located across from the loading berth. A small harbor basin with three tugboats and some scows, as well as a coal depot, was located upstream from the center of the town. A few lighters carrying pulpwood were the only vessels observed on the river. [redacted] 25X1
15. After [redacted] ship was loaded, the captain was taken ashore by a launch to sign the bills of lading. At 1800 hours on 27 May 1952, [redacted] ship left port with- 25X1 out the aid of a tugboat. The pilot left the ship about two nautical miles outside the mouth of the river. A bright glare was observed west of the pilot station, about six or seven nautical miles away. The pilot stated that a prohibited area and new harbor installations, which could be kept ice-free for a long time, were located there.
16. [redacted] ship passed the Gorlo in daylight and hoisted its signal letters. 25X1 A village located high above the water was opposite the signal station. Three launches were tied up to a two-masted schooner which seemed to have deckhouses. The schooner flew a red-and-white flag with a green stripe on the upper edge. No naval vessels were observed in the White Sea. At least one steam trawler or drifter was always within sight in the area, about five or six nautical miles from the north shore.
17. Two surfaced submarines were sighted off Murmansk. One was a former German 580-ton submarine with a small and steep conning tower which had the same shape both

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forward and aft; it had no penthouse (sic), but it did have two periscopes and a snorkel. No guns were observed on the submarine; its foredeck between the conning tower and the bow was slightly inclined. The other submarine was larger; the after end of its conning tower sloped toward the stern, just aft of amidships. One small gun was located on a projected section of the conning tower. Both the bow and stern of the submarine were slightly raised. [redacted] The two vessels were about 150 meters apart, and they proceeded in line formation on a southwesterly course at a speed of ten knots. As they passed [redacted] ship they were about 1.75 nautical miles away. [redacted]

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18. Three silver-gray aircraft were observed on a course between southwest and south-by-southwest at altitudes of 4,000 to 5,000 meters. They flew in a V-formation at a speed of between 400 and 500 kilometers per hour. [redacted]

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